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Good morning Mr Inspector. Michael District Commissioners have submitted written documents already so I will try and be as brief as possible without limiting what we feel are important factors. I am reading through notes that we have made and can supply a copy if required.

Although services have been discussed on other days I do feel that it is relevant to mention them again.

Quoting the March 2024 Amended Draft Area Plan for the North and West

8 The Built Environment and Urban Regeneration

8.8 Kirk Michael – as a coastal settlement – benefits from an attractive rural setting that includes many recreational assets that support an active life style. The historic core supports a good local retail offer for the size of the settlement, and there are a good range of services and facilities on offer, including a primary school, nursery which operates week day mornings school term time only, a private sheltered housing complex and a fire station. GP services is Peel and a limited number have a GP in Ramsey. Dentist is found in other main Towns or City . The two hospitals are Nobles or the Minor injuries Unit at Ramsey District Hospital Ramsey.

Michael District bus service in comparison to Peel ,Ramsey, Laxey, Onchan, Douglas and Port Erin is very limited.

8.8.2 Detached dwellings are the dominant house type within the wider parish of Michael, with 3 bedroom properties being the most common number for household bedrooms.

8.8.3 The settlement being on a strategic link (A3) between Ramsey and Peel / St Johns experiences constant through traffic, which feels accentuated by the historic properties which line the highway and the narrow pavements in some places although parked vehicles often reduce the speed of the traffic through the heart of the village.

8.8.4 Coastal Erosion threatens Kirk Michael **MORE** than any other settlement in the plan area. This limits the ability for growth to the North of the settlement boundary in Kirk Michael.

There has been public concern about the potential number of houses which could arise from the way the housing site development briefs refer to a minimum density of between 20 and 35 dwellings per hectare and the net development areato ensure the optimum use of development site. The fact that the specified density is not a maximum to ensure that the Strategic Plan policies are adhered to suggest to developers that individual applications could be a free for all in terms of density. Such applications impose on neighbouring residents the burden of objecting and appealing, a process which is time consuming, demanding and increasingly restrictive in terms of

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interested persons entitled to object, to achieve the balance of balanced community services which should have been determined by the Strategic and Area Plans.

Matter 7 Provision for housing – chapter 14

Paragraph 14.4 Area Plan Objectives. There is no specific requirement for housing sites to be served by improved public transport facilities. Plan 4a mentions the right “level of services (improved were possible) and better access to them”. Sewage treatment, community facilities and green spaces are mentioned but there is no minimum standard of public transport services to the nearest towns or to Douglas / Nobles Hospital / Airport / sea terminal etc. People wishing to use public transport to commute to Douglas have to endure at least a one hour journey there and back.

Individual site development briefs mostly include the requirement for “a travel plan to be submitted which sets out a strategy approach for the delivery of sustainable transport objectives”. There is nothing to indicate what is the minimum standard of sustainable objectives and so once again left to the opposers of large developments to gather and present evidence where such applications lack adequate transport provision. It is hard to see how private developers can establish the strategy and services which are operated by the Isle of Man Government. At the time of **PA12/00573B** the bus service to Michael was improved to an 30 minute service at times but this was a welcomed improvement but was short lived, presently it is every hour, after late afternoon it reverts to a 2 hourly on Sunday and Bank Holidays it is a 2 hourly service. Recently at weekend an additional late bus has been welcomed, it will be interesting to see how long this addition lasts.

7.5 Individual allocated housing sites.

All though we expressed our opinions above regarding the minimum substantial housing numbers per hectare e.g. 20 for Michael and 35 for Peel but no maximum numbers are set. The current approach of the APNW will lead to less consistency, lower rates of compliance with strategic polices and will impose the achievement of strategic polices on the objectors to individual applications rather than setting out minimum standards from the beginning.

14.10.7 MR007 – field 230797 and 234268 Llergy, Kirk Michael

Under the Kirk Michael Local Plan 1994, this site is not currently designated for residential use and development of it will increase the District of Michael, and distract the iconic characteristic distinctive views from the village.

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14.10.8 MR008 (a) and MR008 (b) and MR008 (POS)

Part fields 234267, 234456, 234555 and 230578 Douglas Road Corner Kirk Michael.

The description on the development brief Douglas Road Corner and as school grounds etc. Michael on the Public Enquiry Plan map 10. Map 10 on the APNW web site document library does not include "Aalin Lea" (**PA 20/01025/B**) a recent development of 7 new properties on the residential curtilage of what was previously Knock-E-Tholt and part of gardens of three dwellings on Douglas Road with access from Douglas Road. The description of Douglas Road Corner and school grounds are misleading as they are not part of the site.

The Planning History of Douglas Road Corner contained in **PA 20/01025/B** refers to **11/01250/b** and **12/00573B** which were applications for significant residential development on land which is also now the subject of **MR008 (a)** **MR008 (b)** and **MR 008 (POS)** parts of which is adjacent to Aalin Lea. Both of these applications were refused and the extract below from **11/01250/B** indicates the inspector's opinion of the significance of the views of the Michael Hills.

"However the change in the sense of place, combined with the concern about prematurity of committing to a by-pass and the damaging impact of the development on the visual linkage between the village and open countryside and hills and the loss of view behind the Old Fire Station would harm the key qualities of the Conservation Area".

The reason for refusal of **12/00573/B** was

- 1."The proposal would neither preserve nor enhance the character of the Kirk Michael Conservation Area, contrary to Environment Policy 35 and 36 of the Isle of Man Strategic Plan.
2. The location of the junction at Douglas Road Corner could prejudice any future decisions about a possible relief road in Kirk Michael."

There is no question that the small number of houses in Aalin Lea has impacted on the views of the hills from various locations in the village and Michael District as a whole, not least from the Northern approach to Douglas Road Corner. Larger developments on both sites **MR007** and **MR008 (a), (b) and (POS)** would cause a greater detrimental impact. **MR008** had tried to get round the previous planning refusal by leaving the school field and immediate adjacent land out of the site but it has not taken into account the views from the wider Conservation Area and the important sense of place referred to by the previous planning Inspectors which defines Michael's character and differentiates it from Ballaugh and Sulby. The development brief requirement number 6 of **MR008 (a), (b) and (POS)** that " the views from School Corner to the hills which

provide the backdrop to the village shall remain unobstructed” is not a requirement which can be satisfied and therefore the site does not warrant inclusion in the ANWP.

The Planning Officer's Report and Recommendations for 20/01025/B dated November 2020

The report contains comments relevant to the wider development of **MR008 (a), (b) and (POS)**:-

Paragraph **3.1** refers to the Kirk – Michael Local Plan 1994 and refers to the possibility of a by-pass, provision of open space and first time buyer housing in addition to semi – sheltered and sheltered housing. It adds that if at the end of five years, detailed applications for the development of allocated land, have not been approved then consideration should be given to the removal of such land for development purposes.

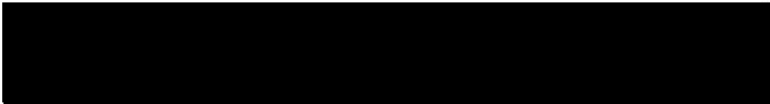
Paragraph **6.8** comments on other issues and refers to representations made by the Aalin Lea development might lead to further development. Wider planning issues not relevant to **20/01025/B** such as greater impact on the landscape, impact on the adjacent Conservation Area and impact on highway safety were referred to and the inquiry should be aware of this report.

14.3 Strategic Plan Implementation

14.3.1 The overall focus of the Isle of Man Strategic Plan is to encourage the development of sustainable communities. This approach strives to create places where people want to live and work and where new development has integrated well with more established communities. These places should have the right infrastructure and facilities and sit well in the landscape. They should be served by public transport and other local services and offer a range and mix of housing types and tenures. There is wording within the APNW that to create affordable housing would require Green Field Sites. Aalin Lea is a fine example of building on a Green Field site, these homes fit more into the executive type and there isn't one affordable house. Any development should not be exclusively to those who can afford to pay for a view. Presently our Government acknowledges “Financial support is a vital component of Brownfield site development and the Island Infrastructure Scheme can unlock the potential for these sites.

8.8 Kirk Michael

8.8.2 The Parish of Michael has a low vacant property rate of 10%, and the extent of brownfield land is minimal. Michael District Commissioners do not object to development per say. The site location and type of property is important. The prominent bedroom number in the District of Michael is three, two bedroom properties would be welcomed allowing for people wishing to down size or people needing only two



bedrooms. Bungalows would allow people who require ground level space to remain in the District.

Michael school is the essence of Michael District and Considerations should be made that any development does not compromise the schools growth with potential land lock as seen in the neighbouring village Ballaugh.